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REPORT #2

MEMORANDUM HIGHLIGHTING PROBLEMS WHICH  
WILL ~~A~~FFECT THE FLYING TRAINING PROGRAM

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STRATEGIC AIR COMMAND LIAISON UNIT  
MARCH AIR FORCE BASE  
CALIFORNIA

MEMORANDUM)

16 November 1955

After studying the proposed T/O's and the schedule of events and then looking at the Mission of the SAC Liaison Unit, some shortcomings become apparent. These are listed and discussed with specific reference to our mission; i.e., training the operational units and supporting them overseas.

PROBLEMS WHICH WILL AFFECT THE FLYING TRAINING PROGRAM:

( I )

PROBLEM: Inadequate maintenance for aircraft (other than Bird) used in training. (T-33, T-28 etc.).

DISCUSSION: Although these aircraft are assigned and based at March Air Force Base, where all major maintenance will be accomplished, there is still considerable daily maintenance to be accomplished. This will be the case from five (5) to seven (7) days a week (depending on our training schedule), and covers such things as pre-flights, service, minor write-ups, and evening tie-downs.

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In addition the aircraft assigned to [REDACTED] will require crew-chief services.

When overseas this function will be preformed by the Support Unit designated to take care of the operational unit.

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RECOMMENDATION: That a minimum of five (5) Air Force Maintenance personnel be assigned to the [REDACTED] to serve as a Base Flight Section. At least two (2) of them should be familiar with the T-33 type aircraft.

( II )

PROBLEM: Ground power equipment - No approved spaces in T/O for personnel to maintain or operate this equipment.

DISCUSSION: Here is a problem which might well prove bothersome when overseas operations commence, so much so that missions will have to be cancelled.

So far as our training is concerned, if these individuals are not included in the T/O of the Unit undergoing training we will not be able to get our aircraft started. If they are not trained with the unit, and go overseas with it, then the mission will fail.

The Air Force item MA2 should be the item of equipment used for starting, towing etc, the bird. This is a complicated machine and requires specialized maintenance personnel to keep it in order. Such individuals must be an

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integral part of the Operation Unit, trained with them and moved into the overseas area with them.

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RECOMMENDATION: That a minimum of four (4) Ground Handling Equipment (MA2's) Maintenance personnel plus one (1) Contractor Representative be added to the T/O of the Foreign Field Base and further, that they be selected and moved to [REDACTED] as quickly as possible.

III

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PROBLEM: There appears to be insufficient POL storage at [REDACTED] also no one assigned to move the fuel trucks around the flight line.

DISCUSSION: When training gets under full steam there will be daily requirements for at least three (3) types of fuel; 90-100 grade, JP4, and Lighter fuel. Up to date the POL requirement has been insignificant compared to what it will be when 3 or 4 Birds will be scheduled, each filled and with T-33's and T-28 chase planes in the air all day.

This will be no problem overseas for our Support Unit will satisfy this need.

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RECOMMENDATION: That two (2) Air Force personnel be assigned to [REDACTED] as members of the Base Flight, and that one (1) 5,000 gallon trailer per type fuel used be added for storage purposes.

IV

PROBLEM: Inadequate equipment to chase Bird in traffic pattern.

DISCUSSION: Apparently the two critical phases of flight are at the extreme altitudes - high and low. To enable us to teach the proper take off and landing technique an aircraft must be used which will land as slowly as the Bird. The test program has utilized the Lockheed Beech Twin Bonanza to real advantage. Our training program will require at least two vehicles to guide in the landings.

RECOMMENDATION: That two (2) T-28 type aircraft be assigned the SAC Liaison Unit.

V

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PROBLEM: Inadequate ramp space at [REDACTED]

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DISCUSSION: There will be approximately twenty (20) aircraft working out of [REDACTED] when full scale training is underway. Naturally ramp facilities for servicing, pre-flights, and tie-down must be made available.

RECOMMENDATION: That such space be made available and hard surfaced.

VI

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PROBLEM: Extremely low percentage of Operational Unit T/O personnel actually in place at [REDACTED] when training begins.

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DISCUSSION: Our mission not only entails training individual pilots but embraces the combat training of the unit as a whole. Likewise, to conserve personnel (and provide better training for the unit), it was intended that much of the actual work to be done by Unit personnel. This is good, but these bodies are conspicuous by their absence. If training is to commence in mid December, Unit #1 should have most of its personnel in place at [REDACTED] on this date. The effectiveness of the Unit Combat Training will be reduced porportionally by the shortages which exist.

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RECOMMENDATION: Man Unit #1 as quickly as possible, especially the operational and material types.

(VII)

PROBLEM: Inadequate supply facilities to assure smooth operations of training flights.

DISCUSSION: Today Lockheed is delivering an aircraft fully equipted with spare parts - the problem is, the spare parts are going to [REDACTED] in an overseas package while we are supposed to fly the aircraft for three months in a training program.

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Training cannot be maintained on a schedule without a parts supply section set up and manned at [REDACTED]

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RECOMMENDATION: Assign Air Force Supply personnel to the Base Commander and stock this supply with one "spare's unit" now scheduled for [REDACTED] storage. Further, contract with all agencies supplying material and equipment to replenish this Base Supply, whenever requested, throughout the training program.

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